DR. R. K. PODDAR (West Bengal): He has only one minute. Don't take it away. Why are you disturbing?

SHRI RAOOF VALIULLAH: (*Interruptions*) You just see the record, (*Interruptions*)

SHRI ASHIS SEN: I say either Mr. Narayanasamy has been depending on the materials which are not factual or he must be making certain conjetcures. I say this because I am associated with the banking institution employees organisations. I know it for certain that there were meetings between the State Government officials and the bank officers where the bank officers did not like to extend the hand of cooperation. It is through the efforts of the Finance Minister there that he has succeeded in persuading the bankrs to come forward. It is not a question that there is no cooperation from the State Government for the recovery of the loans, but Mr. Narayanasamy's statement, I am very much worried, looks as if he is trying to drive a wedge between the bankers in the State of West Bengal and the State Government officials, whereas the Finance Minister there is trying to bring them together. If that be so, I would only call Mr. Narayanasamy's statement a sinister one. He should retrace from what he has stated.

THE VICE-CHAIRMAN (SHRI V. NARAYANASAMY): I will convey your points to Mr. Narayanasamy.

Now, we will takeup the Delhi Motor Vehicles Taxation (Amendment) Bill, 1989.

DELHI MOTOR VEHICLES TAXATION (AMENDMENT) BILL, 1989,

THE VICE-CHAIRMAN (Shri V. Narayanasamy): Shri Rajesh Pilot to move the motion for consideration of the Delhi Motor Vehicles Taxation (Amendment) Bill, 1989 as passed by the Lok Sabha.

THE MINISTER OF STATE OF THE MINISRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT): As a part of rationalisation of the motor vehicle taxes, the Transport Development Council, which is an apex advisory body on road and road transport in its is meeting held in 1986 and in its subsequent meetings recommended to the State Governments/UT administrations the adoption of a system of one-time lumpsum taxes in respect of personalised vehicles to mitigate the difficulties of tax-payers and also ensure cent-per-cent tax realisation.

A system of levying and collecting one time tax in respect of personalised vehicles like scooters and cars has already been operative in the States of Rajasthan, Uttar Pradesh, Punjab, Karnataka, Andhra Pradesh, Maharashtra, Madras, Gujarat, Goa the Union Territories of Chandigarh and Pondicherry. Sir as for the Union Territory of Delhi, the Delhi Motor Vehicles Taxation Act, 1962 is the principal instrument through which taxes are imposed on motor vehicles. Under the provisions of this Act, the Delhi Administration levy and collect taxes on quarterly, half-yearly and yearl basis. There has been a spectacular growth in the vehicle population in Delhi and the vehicles registered in Delhi have increased from 5.36 lakhs in March 1981 to 14.65 lakhs in March 1989. For collection of taxes the Delhi Adminstration has been making elaborate arrangements each year through banks, post offices and its own counters. Nevertheess, the arrangements year after year have not been found fully adequate and thus tax pavers are put to inconvenience. Mr. Vice-Chairman, Sir, in order to remedy the situation, the Delhi Adminstration, with the recommendation of the Metropolitan Council has accordingly proposed to amend the Delhi Motor Vehicles Tax-

ation Act, 1962 and the present Bill, namely the Delhi Motor Vehicles Taxation (Amendment) Bill, 1989 is aimed to have a system of one-time tax in respect of non-transport vehicles in Delhi. The basic principle adopted in this Bill for computing the lump-sum tax is the charging of one-time tax equivalent to annual tax for ten years, to be paid at the time of registration of vehicle itself. Care has also been taken that (a) the owner of vehicle already registered would be required to pay the tax in lump sum only on proportionate basis, and (b) there is a provision for making refund whenever there is a temporary as well as permanent non-use of vehicles and when the vehicle is transferred from the Union Territory of Delhi to other States. The proposal would suit the convenience of the tax payers and in addition, would lead to reducing the administrative cost of collection of tax which is to be incurred by the Delhi Administration each year. Sir, the Bill has been considered in Lok Sabha on 21st July 1989 and has been passed. With these words, I now move:

"That the Bill further to amend the Delhi Motor Vehicles Act, 1962, as passed by the Lok Sabha, be taken into consideration."

The questiod was proposed.

THE VICE-CHAIRMAN (SHRI V. NARAYANASAMY): Mr. Yashwant Sinha, your party has been allowed 12 minutes' time.

SHRI YASHWANT SINHA (Bihar): Sir, I rise to support the basic concept behind the Bill. But I would like to take this opportunity to make some observations which, I am sure, my friend,the Minister of Surface Transport, will take into account. Sir, there is no doubt that the amendment which has been brought forward would simplify the procedure for payment of taxes and to that extent, will make the life of a motor vehicle owner in Delhi more convenient but I would like to raise on this occasion a more basic point. What the Ministry has done, of course, is that they have multiplied by ten the present tax and this is going to be the tax for the next ten years. On the basis of it, it looks very reasonable. But I would like to point out, Sir, that taxation as a measure, is supposed to serve certain ends. Why do we impose taxes? This is the basic question which I wish the Ministry had taken this opportunity to address itself to. Why does the Government go for taxes? Now, I would like to point out, and I am sure, the Minister must be aware of it, that when the National Transport Policy Committee went into the entire question of pricing, of freight and of taxation, they had observed that taxation in respect of transport has three distinct functions. And what are these three distinct functions? The first is, a user price in lieu of the service provided. You charge for the service which the Government provides to the vehicle owners. The second aspect is, the desire to raise revenue. The Government wants to increase the revenue that it is collecting by imposing tax at a certain rate. And the third is the shadow price for scarce resources which might have gone in this sector. These are the three basic principles which the National Transport Policy Committee had identified as the rationale for imposing taxes. And then it went on to say in its recommendations that promotion of efficiency in transport sector should be the primary concern in imposing tax on motor vehicles. What we are considering here is ten years' tax of a life-time tax on personalised vehicles like scooters and motor-cars. This does not cover commercial vehicles. But I would have liked the Government ... (*Interruptions*)... to take this opportunity to go into the question of the entire concept of taxation because this is an instrument which the Government could use to translate into practice the transport policy which the Government may

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have—I suppose the Government has one for Delhi. If the Government does not have a policy for Delhi then I have nothing to say. This taxation instrument, this measure, could have been used to implement a transport policy, to help at least implement that policy. Now as I said I do not know whether the Government has a comprehensive transport policy for Delhi. But I would like to remind the House of the figures which the Minister has mentioned in his statement. He has said that in 1981 the number of vehicles in Delhi was 5.36 lakhs and in 1989 it is 14.65 lakh almost a three hundred per cent increase in eight years. Now, this is a very very large increase. And all of us are aware of the road conditions in Delhi. We are also aware—in fact, we are daily experiencing—the fact that Delhi is choking with traffic and if Delhi is choking with traffic, then how are we going to control this? That is where the concept of the inter-modal mix of transport comes into play. What is the optimum inter-modal mix which the Government has in mind for Delhi? How many private personalised vehicles would the Government really like to have on Delhi roads? And in order that there is no absolute spurt, unchecked growth, in personalised vehicles what are the steps which the Government would like to take so that people depend more and more on a community transport service than on personalised transport? In every major city of the dimensions and size of Delhi, as you are aware, Sir, and as, I am sure the Minister is aware, the emphasis is on public transport. Now unforunately, in Delhi we have been talking about improving the public transport system. The entire burden, however, has been for years, still is, on the Delhi Transport Corporation. And we are all aware that the number of buses which could be put on Delhi roads, in view of the capacity of the roads, is limited. You cannot have 10,000 12,000 or 20,000 buses running in Delhi even if the Government or banks or any other financial institutions were to provide the money for it. Therefore, the first point which I would like to make is, if the Government has a transport policy for Delhi, then what is the inter-modal mix which the Government has in mind for Delhi? How many personalised transport vehicles would be there? What is the concept of urban transport, public transport system and what exactly is the Government thinking in terms of a mass rapid transit system for Delhi? Because this is the concept which we have been talking about for many, many years. I would like the Minister to enlighten us on this occasion as to what exactly happened to that proposal and whether the Government is seriously considering the setting up of a mass rapid transit system or whatever transit system they consider to be most efficient for Delhi. What exactly is the mass rapid transit system they have in mind for Delhi?

If you multiply the tax that is being paid at present by 10 times, as I said at the beginning, then you say this is the tax which the vehicle owner pays for the life of the vehicle. This is a very simplistic calculation. I know that one of the arguments which has been always advanced by the Government is that there is always a paucity of funds for increasing the public transport system or augmenting the public transport system. Has the Ministry ever considered—I am saying this with a full sense of responsibility as a private vehicle owner myself—the possibilty of taxing each private vehicle owner, one who owns a personalised transport vehicle, especially motorcars and jeeps and such other vehicles, not necessarily two-wheelers, in order to be able to muster resources so that these resources could be invested in the public transport system? If I as a car owner, as a vehicle owner, travel in the luxury of a car driving

it myself or being driven by a driver and two or three seats in that vehicle are going waste whenever I am travelling or the Minister is travelling or you are travelling, well, should I or you not pay something extra for the luxury that I am or you are enjoying and that perhaps is to enable somebody who is not that forunate to own a private vehicle of his own, to be able to travel in comparatively greater comfort in a public transport? Now, would the Government consider this aspect that taxation of personalised vehicles should be used to augment resources for public transport system? And if the Government has not heard about it, will the Government think about it for future? I world have thought that if an amendment Bill is brought, Government would have given serious thought to a point like this.

There is another point to which I would like to draw your attention and the Minister's attention and that is that NTPC also recommended steps to meet the needs of uniformity, rationalisation and simplification of the taxation structure. Simplification to a certain extent is being achieved by this method, by this amendment. But what about rationalisation and uniformity? I would not like to go into the details here which I have with me, but I think we are all aware that the rate of taxation of motor vehicles is different in different States. The National Transport Development Council is the apex advisory body attached to the Ministry of Transport which takes into account the problems of transport in the whole country. I do not know whether recently the Transport Development Council has applied itself to this particular recommendation of the National Transport Policy Committee that not total uniformity but some semblance of uniformity in taxation structure and some semblance of rationalisation should be achieved. I would like to specifically know on this occasion from the Minister whether any attempt is being by his Ministry with the State Government to see—at least in one particular region as recommended by the National Transport Policy Committee—that there is not any wide disparity between the taxation structure in one State and the taxation structure in another State. I would like to point out, for instance; if Chandigarh has this kind of a system which we are going to adopt in Delhi after this amendment, what is the tax rate in Chandigarh what is the tax rate in Haryana, in Punjab, in UP, in Rajasthan, the adjoining areas which surround Delhi and how does the rate of taxation which we have prescribed for Delhi compare with the rate of taxation in these other areas? And, if there is a sharp variation, should we not attempt through the Transport Development Council, through the good offices of the Ministry, to bring them somewhat in line? We are aware and, Sir, I am sure, you are aware, that many aspirants who wish to buy cars are going to far off places in order to buy vehicles because there is a sharp difference in taxation. Now, should not we or should not the Government of India take a lead in seeing that such distortions in the taxation structure in the country are eradicated or dispensed with and some kind of a uniformity, not total uniformity, is established? I am not saying that he should start interfering in the affairs of the State Governments and I would be the last person to recommend that. But what I am saying is that persuasion might be a good method, you know, to bring about unformity. Perhaps from areas where it is very high, try to bring it down where it is very low, bring it up. Anyhow, some kind of uniformity sohuld be brought about.

The other point on which I would like the honourable Minister to enlighten the House when he gives the reply to this debate is the question of financial implications. Now, what

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are the financial implications of this? If you are collecting the tax on a quarterly basis or half-yearly basis or on an annual basis—now you are going to collect it for ten years or for the life of the vehicle-how is it going to affect in overall terms your net taxation, your net tax collection? And, have you also taken care to make sure of the statistical support that you are getting in regard to the motor vehicles on which you base your policy? How are you going to cover that statistical base and how are you going to make sure that the statistical base is not tampered with if you give this long period for taxation? I say this because Delhi is a place where a lot of vehicles are coming in and going out all the time and if you go through the National Transport Policy Committee's recommendations and its report, you will find that transport is one sector which suffers seriously from lack of adequate statistics. The State Governments are in a mess and the Government of India is in a mess and if you have to ask for figures, you have to go by conjectures and it is not always that you get the basic statistical inputs in order to be able to formulate a rational and intelligent policy. Therefore, the Ministry will have to take care, and the Government of India will have to take care, to see that wherever the present system was enabling the Government to have a strong statistical base, that is not impaired by this new method.

The other point which I would like to make here is that there is a big chart in the amendment Bill which talks of rates of refund. Now that is all very good. I would like to take a minute or two in this debate to reflect on the Motor Vehicles Act which we have passed. But I would like to say that while framing the rules, let us be very very cautious, because the idea is to ensure that this Bill results in more convenience to the vehicle user. If that is so, then let us not penalise him by making rules which will make refund difficult. As it is, dealing with the Directorate of Transport or the Motor Vehicles Department in any State is a very very tortuous experience. It is not happy dealing with them and I am sure the Minister is aware of it. So, while you are framing rules under this legislation, please take care to make sure that the rules are such that refund will be almost automatic, that it will be quicker and the discretion of officials will be extremely limited thereby preventing misuse. Otherwise, refund and the whole concept of refund which you have included in this Bill will have no meaning.

I would also like to take a minute or two of your time to mention in this debate the question of octroi, because this is a very regressive legislation which, for some reason or the other, has survived in this country despite the declared intention of practically everyone that this should be replaced. Now, taxation is one aspect. But octroi is a very important aspect of the total taxation on motor vehicles or transport generally. So has the Government made any progress in regard to the abolition of octroi wherever it exists? I remember, in reply to a question we were discussing here in this House the Minister had expressed inability in regard to abolishing it in certain States and we had suggested from this side of the House that wherever the local bodies stood to lose we should find some other way of compensating them so that this regressive measure which is really an anachronism, which should have been abolished years and years ago, is now abolished. So I would request the Minister through you, Sir, to seriously consider at this point of time the question of abolishing octroi and enlighten the House in regard to

the steps which the Government might have taken or propose to take in regard to that.

Now, Sir, the last point which I would like to come to is the general impact of the Motor Vehicles Act. I am referring to it because the new legislation, the Motor Vehicles Act, as we have passed it in Parliament, has evoked a very strong and sharp reaction in certain circles. The age of the vehicle for instance, was one factor where the Minister had to come up with a statement saying that though the Government had assumed this power it will not implement it at least for the time being. But there are certain things which, I do not know whether they have overlooked or in the rules they are coming. For instance, if a minor or a person who does not have a driving licence is caught driving a vehicle the fine imposed will be Rs. 350, and if you park a vehicle cle wrongly then you are liable to be fined up to Rs. 1000. Now can you imagine the situation? I am parking a vehicle in Patna od in Muzaffarpur or in Faridabad wrongly, I will fined Rs. 1000 and if I am driving or if a minor is driving without a licenre the total fine will be only Rs. 350, where perhaps he can kill; a stationary vehicle will not kill but a person who is driving can kill. Now, what could be the rationale or this kind of differentiation, between one kind of offence and another kind of offence? When we had that debate I had made a strong point that that a legislation consisting of 240 clauses should have been referred to a Select Committee of the House and we should have gone into it and quickly done as good a job as we could have done; perhaps we could have done a better job than what we have done in hurry. I remember—Mr. Matto is not here, I was not present in the House, he had referred to the fact that a number of good suggestions had been made and how the Ministry was going to respond to them how Government was going to respond to them. I remember that the Minister had mentioned that most of the suggestions that I had made or other people had made in this House would be taken care of at the time of framing the Rules. I would like to know from the Minister, through you, whether while framing the Rules the points which we had made in that brief debate have been taken care of or they are still pending, and if they are, then is the Government now thinking in terms of coming forward with some amendments? It is not a question of prestige, this way or that way. I said on that occasion that it was a technical legislation. Whatever ideas, whatever suggestions, we had offered we offered them in good faith and we expected the Government to respond in good faith. So I would like to know from the hon. Minister whether they have felt the need for amendments, changes, in the Motor Vehicles Act and whether they have the courage to come forward and bring forward amendments to lessen the rigours of the Act or the Rules. Now, this is one point on which perhaps the Minister can enlighten as to what exactly is goig to happen to the Motor Vehicles Act and the various points which have been made by the public in general. So, as I said in the beginning, I am supporting the concept that a private personalised motor vehicle owner should pay tax once in a whle. But what I am also pointing out at this time is that this was a good opportunity for the Government to reflect on certain basic and fundamental matters of policy of which there is no evidence in this legislation. I hope when the Minister gives his reply to the debate, he will cover some of these basic points to which I have referred in my speech and some of which might be referred to by my other colleagues. Thank you.

श्री सुरेन्द्रजीत सिंह अहलुवालिया : (बिहार) : उपसभाध्यक्ष जी, मैं दिल्ली मोटर व्हीकल्ज टैक्सेशन (अमेंडमेंट) बिल, 1989 का समर्थन करने के लिए खड़ा हुआ हूं

इस बिल के आने से बहुत सारी चीजें अच्छी तरह समझ आ रही है और बहुत सारी चीजों ने बड़ा कनफ्यूज़न सा पैदा कर दिया है, जिससे लोग घबरा रहे हैं कि पता नहीं दिल्ली मोटर व्हीकल्ज टैक्सेशन (अमेंडमेंट) बिल, 1989 जो आ रहा है, यह पता नहीं क्या तुफान लेकर आ रहा है ।

तो मैं अपने सुझावों के साथ-साथ कुछ प्रश्न मंत्री महोदय को करूंगा और उम्मीद करता हूं कि वह उसका जवाब देकर पूरे मुल्क को बताने की कोशिश करेंगे कि यह गलत विचारधारा क्यों पैदा हो रही है ।

जैसा कि इस बिल के माध्यम से देखा गया है कि प्राइवेट कार या प्राइवेट व्हीकल ओनर के लिए जो टैक्स फिक्स किये गये है, इसमें मेरा विचार है कि मेरे पास अगर एक एम्बैसेडर कार है या मारुति कार है, तो एक पब्लिक लिमिटेड कम्पनी के मेनेजिंग डाइरेक्टर के पास भी वही एम्बैसेडर गाड़ी या मारुति कार है, क्या दोनों का टैक्स बराबर होना चाहिए ।

मेरे ज़हन में सवाल उठता है कि मैं एक मामूली आदमी हूं, मैं कहीं नौकरी करता हूं, या छोटा-मोटा व्यापार करता हूं या छोटी दुकान चलाता हूं, या मेम्बर आफ पार्लियामेंट हूं और एक पब्लिक लिमिटेड कम्पनी का मेनेजिंग डाइरेक्टर, जिसका टर्न-ओवर चौदह, पंद्रह या सौ करोड़ है, उसको भी अगर इतना ही टैक्स लग रहा है, जितना मेरा लग रहा है, पर वह उस कार को कमर्शियल परपज़ के लिए यूज़ कर रहा है क्योंकि उस कार का यूटिलाइजेशन एज़ एन इन्फ्रास्ट्रक्चर आफ दैट यूनिट हो रहा है, और मेरी इस कार का उपयोग अपने पर्सनल कामों के लिए हो रहा है। तो यहां कमर्शियल और प्राइवेट का जो डेफिनिशन है, इसमें थोड़ा सा फर्क करने की जरूरत है। कम्पनी ओन्ड जितनी भी गाड़ियां हैं, उनका टैक्स कमर्शियल गाड़ियों का जितना टैक्स लगता है, उतना लगना चाहिए और प्राइवेट लोगों की जो गाड़ियां है, उनका कम से कम टैक्स लगना चाहिए क्योंकि हमने देखा है कि पहले भी इस टैक्स की चोरी को बचाने के लिए हमारी सरकार ने बहुत सारे कदम उठाये थे ।

मैं बिहार से आता हूं और बिहार में वह काली-पीली दिल्ली शहर वाली टेक्सीज कहीं नजर नहीं आतीं, सिवाय जमशेदपुर को छोड़ कर और पूरे बिहार में टेक्सीज चलती हैं और सारी की सारी टेक्सीज क्या हैं ? प्राइवेट टेक्सीज है और प्राइवेट कार होने के हिसाब से वह टैक्स पे करते हैं, परन्तु कमर्शियली यूज होती हैं ।

यह सिर्फ बिहार में ही नहीं, सारे हिंदुस्तान में होता है और दिल्ली शहर में भी होता है । मैं मंत्री महोदय से अनुरोध करूंगा कि वह किसी भी टैक्सी स्टैन्ड को फोन करके कहें कि मुझे प्राइवेट गाड़ी चाहिए । अगला पूछता है, साहब टैक्सी भेजूं, डी०एल०टी० भेजूं ।

जी नहीं, मुझे प्राइवेट गाड़ी चाहिए ।

डी०एल०वाई० भेजूं, तो उसका रेट दूसरा है--टेक्सी का दूसरा है और प्राइवेट का दूसरा है और टैक्स भरने में सब से कम प्राइवेट का है

इस चीज पर गौर करने की जरूरत है कि इस तरह की चोरियों को रोकने के लिए क्या रास्ते आपने रखे हैं और इन चोरियों को रोका जा सकत है । इनको लीगेलाइज़ कर डालिये

लीगेलाइज करने का तरीका यह है कि आपको पता लगता है कि यह कमर्शियल टेक्सीज चलती हैं, तो आप उनको उसी तरह का परमिट दे दीजिए ।

और भी बड़े-बड़े आर्गेनाइजेशन और बड़ी इंडस्ट्रीज हैं, बड़े कार्यालय हैं, उनके नाम से जो गाड़िया आती हैं उन गाड़ियों का टैक्स कमर्शियल व्हीकलज के टैक्स के हिसाब से लगना चाहिए । उसके साथ साथ मैं मंत्री महोदय से जरा पूछना चाहूंगा कि यहां मेंशन किया है मोटर व्हीकलज इनक्लूडिंग ट्राइ-साइकिल्ज, ट्राइ साइकिल जितना मैं समझता हूं यह तीन पहिए के रिक्शा को कहते हैं, इस रिक्शा पर तो टैक्स इतना नहीं लगना चाहिए जितना लगाया गया है । इसमें साथ-साथ लिखा गया है ट्राइ-साइकिल्ज फ्लैट रेट 500 00 इसके साथ-साथ इसमें लिखा हुआ है कि जिसमें रिक्शा चालक के बाद सिर्फ दो आदमी बैठ सकते हों, वैसे आप पुरानी दिल्ली में चले जाएं सुबह 7.00 बजे, सड़क पर निकलें तो आप देखेंगे एक रिक्शा पर कुछ नहीं तो 20 बच्चे बैठे हुए हैं । बेंच लगाए हुए हैं रिक्शा पर और 20 बच्चे बैठे हुए हैं, किसी मोन्टेसरी स्कूल या किसी नर्सरी स्कूल में पढ़ने जा रहे हैं और किस तरह लटके हुए हैं और जा रहे हैं। आपका यह कानून कहेगा कि साहब, मैं रिक्शा चालक और दो आदमियों को बैठने दूंगा तीसरा आदमी मैं एलाउ नहीं करूंगा, तो ये बच्चे कहां जायेंगे ? ऊपर से आपने उस पर 500.00 रुपये का कर भी लगा दिया है । तो इस पर विचार करने की जरूरत है उसके साथ-साथ आपने कमर्शियल व्हीकल पर लोड कलकुलेट किया है, तो उप सभाध्यक्ष महोदय आपके माध्यम से मैं मंत्री महोदय तक यह बात पहुंचाना चाहता हूं कि इस पर बड़ी रंजिश है और कई लोगों के कई तरह के विचार हैं । टाटा मर्सिडीज ट्रक निकालती है वह गारंटी देती है कि हमारी 6 चक्कों वाली ट्रक 25 टन तक का बोझा ढो लेती है और हम जो कानून बनाते हैं वह सिर्फ 10 टन का बनाते है। बैंक से जो हम कर्जा लेते हैं ट्रक खरीदने के लिए और उसका जो री-पेमेंट शेड्यूलिंग होता है 36 महीनों का उस हिसाब से देखें तो उसका इस्टालमेंट हम पूरा नहीं कर सकते । अगर हम 10 टन में माल बोझाई करें तो वह पूरा नहीं होता वह उतना पैसा नहीं कमा सकता है कि वह उसका इन्टरेस्ट भी पे कर सके और उसके साथ-साथ उसकी इंस्टालमेंट भी पे कर सके । तो हालात क्या है वह कहता है कि ठीक है, वह उसी तरह होता है जिस तरह स्टेशन पर कुली कहता है कि साहब, एक बक्सा है तो इतने पैसे लूंगा दो बक्से हैं तो इतने पैसे लूंगा, इसका वजन इतना है तो इतने पैसे लूंगा तो यहां पर आप पूरा ट्रक कर लेते हैं तो वह हिसाब बांध लेता है कि साहब, मैं 12 हजार रुपये लूंगा यहां से वहां जाने के और आप कहते हैं कि नहीं साहब, 12 हजार नहीं टन के हिसाब से मांगो तो वह बोलता है ठीक है साहब, 16 टन माल लाद दीजिए मैं 400-500 रुपये के हिसाब से ले लूंगा । यह जो टनेज के हिसाब से जब हम टैक्स पर फिटनेस पर यह सर्टीफिकेट देने लगेंगे कि यह ट्रक इतना ही टन माल लाद सकता है क्योंकि उसने इतने ही टन के लिए पैसे दिए हैं तो उसमें यह बंदिश हो कि वह ट्रक वाला जब भी जहां माल लादने जाएगा तो वह ज्यादा भाड़ा मांगेगा । ज्यादा भाड़ा मांगने से होगा क्या, आने वाले दिनों में हम मार्केट में देखेंगे कि सीमेंट, चीनी, चावल, गेहूं हर चीज की कीमत बढ़ गई।

[उप सभाध्यक्ष (श्री मीर्जा इशहदबेग) पीठासीन हुए]

मेरे एक मित्र मकान बना रहे हैं । वह नारायणा पत्थर खरीदने गए तो वह 9.00 फुट था कोई पत्थर तो उसने कहा कि साहब, 9.00 रुपये फुट नहीं अब यह 15.00 रुपये फुट है । उसने कहा क्यों भाई ? तब उसने कहा कि यह नया कानून आ रहा है ट्रक वालों ने भाड़े बढ़ा दिए । इसलिए इस पर विचार करने की जरूरत है । जो भी ट्रक ओनर आकर कहता है और ट्रक ओनर तो आपको आकर जरूर कहेगा कि साहब, मेरा फिटनेस आप 10 टन का दीजिए जो कम बोझे में ज्यादा पैसा कमाये, वजन भी कम ढोना पड़े, ट्रक की लाइफ भी बढ़ जाए, टायरों की लाइफ बढ़ जाए, एक्सल की लाइफ बढ़ जाए, गियर की लाइफ बढ़ जाए और मुझे कम बोझा ढोना पड़े और ज्यादा पैसे कमाई करें पर क्या यह ट्रक ओनर्स या ट्रांसपोर्ट ओनर्स या ट्रांसपोर्ट

[श्री सुरेन्द्रजोत सिंह अहलुवालिया]

सिंडीकेट्स यह गारंटी आपको देते हैं कि वह भाड़े नहीं बनायेंगे ? अगर वह यह गारंटी देते हैं तो यह कानून पास करने में कोई दिक्कत नहीं है । पर अगर वह गारण्टी नहीं देते हैं कल को वह भाड़ा बढ़ाने वाले हैं स पर तो उनके मन की करने की जरूरत है कि ठीक है भाई, 15 टन, 20 टन, 25 टन, आज कोई भी ट्रक ओनर जो है, रात-दिन मेहनत करता है, जिसका एक ट्रक है और अगर वह अपनी इंस्टालमेंट सारी चुकाना चाहता है तो 17 टन, 19 टन तक लोड करता है। लोगों को यह भ्रांति है कि ट्रक के टायर और ट्रक के एक्सल वजन टूट जाते है । वजन से कभी भी ट्रक का टायर फटता नहीं और न एक्सल टूटता है, भले ही उसकी चाल और अच्छी हो जाती है। जब भी उसका टायर फटता है या एक्सल टूटता है तो वह रोड कंडीशन के कारण टूटता है, रोड खा जाता है ट्रक को ।

महोदय, मैं छोटी सी एक बात आपको बताता हूं । मेरे पास जिप्सी है । यह जिप्सी हिंदुस्तान की सरकार की बनाई हुई है । मारुति कंपनी की बनाई हुई है। मैंने उसको जब वेन टाइप बनाया तो अगले ने कहा-साहब यह पीछे बहुत जम्प करेंगी । मैंने कहा दो आदमी पीछे जब बैठ जाएंगे भारी तो जम्प नहीं करेगी, स्प्रिंग अपने आप बैठ जाएंगे । उसने कहा-साहब, दो आदमी को हरदम बैठाकर आप रखेंगे । मैंने कहा-कोई जरूरी नहीं है। तुम 200 किलोग्राम के भार की एक प्लेट लगा दो पीछे, इस वजन से उसको बैठाकर रखो, रोड ग्रिप उसकी अच्छी रहेगी । आज वह 120 किलोमीटर की रफ्तार से दौड़ती है । तो इसी तरह ट्रक में भी जितना ज्यादा भार चलता है, ड्राइवर उसको साबधानी से चलाता है और गाड़ी उछलती नहीं है, टायर फटते नहीं हैं और एक्सल टूटता नहीं है । एक्सल टूटने और टायर फटने का मूल कारण रोड कंडीशन है, जिनका अभी भी सुधार नहीं है। हमारे मंत्री महोदय नेशनल हाईवे अथोरिटी बनाने की कोशिश कर रहे हैं और हम उम्मीद करते हैं कि नेशनल हाईवे अथोरिटी के माध्यम से रोड कंडीशन अच्छी होगी, ट्रकों की लाइफ बचाई जा सकेगी। मेरा मंत्री महोदय से अनुरोध है कि जो जितने वजन का फिटनेस चाहे, उसका उतना हो जाना चाहिए और इसमें डिक्लेयर करना चाहिए कि इसके कारण बाजार में भाड़े की कीमत नहीं बढ़ेगी, भाड़ा नहीं बढ़ सकता, ऐसा एग्रीमेंट उनके साथ होना चाहिए ।

महोदय, जैसा मंत्री महोदय ने अपने इस प्रतिवेदन में लिखा है --

Motor vehicles owned by airlines' companies for carrying airline passengers and staff.

यहां मंत्रालय शायद भूल गया कि इसके सिवा भी इम्पोर्टेण्ट कुछ चीजें होती हैं । आपने इस पूरे मेमोरेंडम में, इस बिल में, अमेंडमेंट बिल में कहीं भी एम्बुलेंस की बात नहीं लिखी है, एम्बुलेंस, जो कि चेरिटेबिल परपज के लिए होती है, उसके लिए आप कम से कम टैक्स लगाएंगे। इसी के साथ-स्कूल बसों के लिए भी आपने कोई प्रोवीजन नहीं रखा है। स्कूल बसें, जो कि कमर्शियल परपज के लिए नहीं हैं, आज उनके लिए क्या आप प्रोविजन रख रहे हैं ? आपने इंडियन एयर-लाइन्स के लिए रखा है, आपने एअर-इंडिया के लिए रखा है, कारपोरेशन के लिए रखा है, जो कि मुनाफे के लिए चलती है, लेकिन स्कूल बसों के लिए कोई प्रोवीजन नहीं है । इसके लिए मैं आपसे गुजारिश करूंगा कि रिलीजियस और चेरिटेबल इस्टीट्यूशन्स की जो गाड़ियां हैं, उन पर भी थोड़ा टैक्स रिलीफ देने की जरूरत है, जो कि भले काम के लिए चलती हैं ।

उपसभाध्यक्ष महोदय, जैसाकि मेरे पूर्व वक्ता ने भी बताया कि टैक्स लेने का मकसद कुछ साथ-साथ में देना भी है। टैक्स देने का मकसद सिर्फ यह नहीं है कि साल में एक बार टैक्स ले लिया । जब करदाता कर देता है तो वह कुछ उम्मीद भी करता है। मैं चाहता हूं कि कुछ ट्रैफिक कंडीशन सुधारिए, कुछ रोड़-कंडीशन सुधारिए, कुछ पार्किंग-कंडीशन सुधारिए । यहां यह हाल है दिल्ली में कि गाड़ी खड़ी करके आप मुंह घुमाकर दुकान में घुसिए और बाहर निकलिए तो आपकी गाड़ी

नहीं है । कौन ले गया । साहब, क्रेन उठाकर ले गई है । थाने पहुंचिए तो वहां कहा जाता है कि साहब, बाबू सलट लो, चालान कर दो, बही खाता लाओ, किताब लाओ, ड्यू-बुक लाओ, दिखाओ। तभी गाड़ी छोड़ेंगे । फिर पचास रुपए खर्च करके घर आओ टैक्सी में, किताब ले जाओ, उससे अच्छा है कि पचास रुपए में सुलट लो, न चालान कटा और न कुछ । यह हाल चल रहा है । तो इसकी कंडीशन को सुधारने के लिए ट्रैफिकोर्स यह एडमिनिस्ट्रेशन का सवाल है, पर ट्रांसपोर्ट मंत्रालय की तरफ से इसमें सुधार लाने की जरूरत है । जो ट्रांसपोर्ट का करदाता है, उसको क्या-क्या सहूलियत मिल

5.00 P.M. सकती है, इस पर भी ध्यान रखना है । उसके साथ-साथ मैं यह भी जानना चाहूंगा कि दिल्ली मोटर वीकल एक्ट के साथ, जैसे दिल्ली में कुछ रुरल एरिया भी आ जाता है, तो रुरल एरियाज के ट्रैक्टर्स के बारे में आपका क्या विचार है ? उसके बारे में क्या टैक्स प्रोविजन है ? मैं चाहूंगा कि ट्रैक्टर्स पर कम-से-कम टैक्स लगे जिससे कि फार्मर्स पर ज्यादा दबाव न आए, उसके लिए कोशिश करने की जरूरत है । दूसरे आम लोगों के जेहन में जो एक बात है और कुछ अखबारों में भी आर्टिकल छप गया है कि दिल्ली मोटर वीकल एक्ट जो बन रहा है, नया बिल पास हो रहा है, इसके तहत 15 साल के बाद वह गाड़ी कंडम कर दी जाएगी। अब हमारे मध्यम परिवार के लोग सोच में पड़ गए हैं कि क्या वाकयी 15 साल के बाद पुरानी गाड़ी दिल्ली शहर में नहीं चलायी जा सकेगी और नयी गाड़ी लेनी पड़ेगी ? इस तरह की भ्रांतियां पैदा हो रही है । अखबार और मैगजींस में तरह-तरह के आर्टिकल आ रहे हैं । इस बारे में मैं चाहूंगा कि डिटेल्ड क्लरफिकेशन हैं कि क्या आपने ऐसा कोई बिल बनाया है, कोई ऐसा बिल लागू करने जा रहे हैं ? ...(व्यवधान) उसके साथ-साथ एक और जो अफवा है कि टनेज फीस । दी गयी है और टैक्स की जो दर है वह भी । दी गयी है । इस बारे में कृपया पुराने टैक्सेज की दर और नए टैक्सेज की दर का कम्परिजन बताएं जिससे कि हम लोगों को समझा सकें और लोग जान सकें कि क्या फर्क है ? नयी चीज जो लायी जा रही है उससे देश को क्या फायदा है और करदाता को क्या फायदा है और आम क्या फायदा मिलने वाला है ? यह पूछते हुए मैं आपसे इजाजत चाहता हूं । धन्यवाद ।

श्री मोहम्मद अमीन (पश्चिम बंगाल) : वाइस चैयरमन साहब, इस बिल के बारे में मेरे रफीक यशवंत सिन्हा जी ने बहुत सी बात कहीं हैं जिनके साथ मैं मुत्तफिक हूं ।

महोदय, दिल्ली शहर में ट्रांसपोर्ट की हालत दिन-ब-दिन बिगड़ रही है जहां तक नयी दिल्ली का सवाल है नयी दिल्ली में सड़कें कुछ अच्छी भी हैं और कुछ खुसादा भी हैं । उसका अंजाम यह होता है कि गाड़ियां इतनी तेज रफ्तार से चलती हैं कि आए दिन एक्सीडेंट्स होते रहते हैं और खासकर पैदल चलने वालों को बड़ी दिक्कत होती है । कभी-कभी तो ऐसा होता है कि सड़क पार करने के लिए काफी देर तक इंतजार करना पड़ता है क्योंकि गाड़ियों की कतार खत्म ही नहीं होती मंत्रीजी ने अपने बयान में बताया है कि चंद वर्षों में गाड़ियों की तादाद 5 लाख से बढ़कर 14 लाख तक पहुंच जाएगी ऐसे पैसमंजर में सिन्हा साहब ने जो तजवीज रखी है कि इंटर मोडल मिक्स के मामले को तय किया जाना चाहिए । अगर ऐसा नहीं किया गया तो आगे चलकर और ज्यादा मुसीबत होगी । जहां तक पुरानी दिल्ली का ताल्लुक है वहां की हालत जो बहुत खराब है क्योंकि वहां सड़कें भी खराब है और उसके कारण ट्राफिक जाम राजाना का मसला बना हुआ है । इसलिए अगर इस बात पर गौर नहीं किया जाएगा तो गरीब तबके और

[श्री मोहम्मद अमीन]

दरमियानी लोगों को ट्रांसपोर्ट की सहूलियत किस तरह दी जा सकेगी और किस तरह सेहतमंद ट्रांसपोर्ट पालिसी आप तैयार कर सकेंगे । इसलिए इस पर संजीदगी से गौर करने की जरूरत है । खासकर डी०टी०सी० के बसों की जो हालत है वह दिल्ली के तमाम लोग देख रहे हैं । कभी तो उनमें इतनी भीड़ होती है कि आदमी चढ़ नहीं सकता । ड्रायविंग भी इतनी रश होती है कि बूढ़े, कमजोर और बीमार आदमियों के लिए वह ड्रायविंग बवाले जान बन जाती है । गाड़ियों की स्पीड पर कोई कंट्रोल होना चाहिए क्योंकि अगर सड़क साफ है तो फिर वे किसी भी रफ्तार में चलाते हैं । जाहिर है, इन बातों की तरफ भी ध्यान जाना चाहिए । टैक्स वसूल करने के लिए जो नए तरीके इस बिल के जरिए राइज किए जा रहे हैं, ऐसे देखने में तो मालूम होता है कि यह बेहतर हैं, मगर बहरहाल यह एक्सपेरीमेंट का मामला है, एक्सपेरीमेंट के अंदर से यह बात समझ में आएगी कि वे कई जो टैक्स देने वाले लोग हैं उनको कुछ राहत मिली है या नहीं और उसमें जहां तक रिफण्ड का सवाल है, टैक्स वापिस करने का, तो उस पर शक-शुबहा मेरे दिल में भी है कि यह जो आपके ट्रांसपोर्ट के डायरेक्टोरेट में जैसी दुश्वारी होती है लोगों को, लोग कुछ पैसा वापस लेने के लिए वहां जाएंगे भी या नहीं, यह भी समझना मुश्किल है । इसके अलावा ट्रांसपोर्ट में टैक्सेशन के बारे में यूनिफार्मिटी का सवाल बहुत अहमियत रखता है । अभी एक-एक किस्म का रेट है, एक-एक किस्म का सिस्टम चल रहा है और इससे बहुत किस्म की दुश्वारियां कठिनाइयां पैदा होती हैं । इसलिए हुकूमते-हिन्द अगर तमाम स्टेट गवर्नमेंट्स के साथ सलाह-मश्विरा करके एक यूनिफार्म टैक्सेशन पालिसी तय कर सके, रेट तय कर सके तो उससे बहुत सारी उलझनें दूर हो जाएंगी । इसके साथ ही रजिस्टर्ड लेडन वेट का सवाल भी जुड़ा हुआ है । रजिस्टर्ड लेडन वेट के बारे में एक-एक स्टेट में, एक-एक किस्म का सिस्टम चल रहा है । उससे जो नुकसान हो रहा है वह यह है कि गाड़ी वाले बेतहाशा बोझा लाद लेते हैं और उसकी वजह से सड़कें टूट जाती हैं क्योंकि खासकर के मुल्क के जिन हिस्वों में बारिश होती है वहां की सड़क पर बारिश हो जाने के बाद अगर कोई भारी वजन की गाड़ी गुजरती है तो वह सड़क टूट जाती है । इसका चाहे आप कितना भी टैक्स वसूल करें, मगर सड़कों का मेन्टेनेंस होगा नहीं । अगर आपको सड़कों को बचाना है तो वजन के ऊपर कंट्रोल करना होगा, उसको सख्ती के साथ नाफिज करना होगा । इसलिए अहलुवालिया जी ने जो बात कही है, मेरे विचार में वह दुरुस्त नहीं है, इससे सड़कों को आप बचा नहीं सकेंगे ।

इसके अलावा आक्ट्राय के बारे में भी मैं सिन्हा साहब के साथ मुत्तफिक हूं कि आक्ट्राय की वजह से बहुत पेचिदगियां पैदा हो रही हैं और इसको एबालिश कर देना चाहिए । लेकिन इसके जरिए लोकल बाडी को जो आमदनी होती है उसको कम्पनसेट करने का क्या तरीका होगा, इसपर ठंडे दिल से गौर करना चाहिए क्योंकि उनकी आमदनी महदूद है और वह उस आमदनी से कुछ काम करते हैं । जाहिर है कि यह आमदनी अगर उनकी बंद हो जाएगी तो यह उनके साथ नाइंसाफी होगी । ट्रांसपोर्ट डेवलपमेंट काउंसिल की मीटिंग में इसपर बात हुई जरूर लेकिन कोई नतीजा नहीं निकला । यह ऐसी बातें हैं जिनको मजीद इल्तवा में नहीं रखना चाहिए, एक फैसला करके इस मसले का हल कर लेना चाहिए ।

अहलुवालिया जी ने आखिर में एक बात कही है कि कुछ गाड़ियां ऐसी हैं– जैसे एम्बुलेंस, स्कूल की बसें, चैरिटी गाड़ियां, तो इन गाड़ियों के ऊपर और आम तिजारती गाड़ियों के ऊपर टैक्स एक सा नहीं होना चाहिए, क्योंकि जिस पर फलाह-आमद का ताल्लुक है उनको जहां तक रिलीफ दी जा सके तो यह बेहतर है और जो टैक्स पेयर है वह भी महसूस

करें कि उनके लिए कुछ सहूलियत हुई है। गाड़ियों की तादाद जिस तेजी से बढ़ गई है तो उसका आपके टैक्स की वसूली में जाहिर है इजाफा हुआ है और होना भी चाहिए। इसका बेहतरीन मसरफ लेकर के ताकि गरीब और दरम्यानी तबकों के लोगों को ट्रांसपोर्ट की सहूलियत दी जा सके और जाति इस्तेमाल के लिए जो गाड़ियां रखते हैं वह भी कुछ सहूलियत महसूस करें, इस प्रकार का इंतजाम होना चाहिए।

SHRI SANTOSH BAGRODIA (Rajasthan): Mr. Vice-Chairman, Sir, I rise to support this Bill, the Delhi Motor Vehicles Taxation (Amendment) Bill, 1989. Before I come to this Bill, I would like to refer to the Motor Vehicles Act which was passed some time back.

I understand this Bill for amending the Delhi Motor Vehicles Taxation Act has been prompted by the report prepared by Indian Petroleum Institute and this triggered off the Directorate of Transport to fix the age limit of motor vehicles. As my colleague, Mr. Ahluwalia, said, the moment this information came to the public about the age limit, especially for the middle class people it was a nightmare because middle class people and also the technocrats like doctors and lawyers are using cars which are as old as 50—60 years. In fact, some people call them antiques, but they are in a very good condition. Being self-driven, I feel, some of these cars are better than the new cars. So, I think the roadworthiness of these vehicles is more important than the ageworthiness. Let me just compare, if you fix age limit of a man as 100 years, do we kill him after 100 years? If he is still working, he will continue to work. Similarly, for these vehicles you can have any kind of strict checking from any angle. If they are roadworthy, I do not find any reason why age should be the limiting factor for them.

According to the statistics, the number of vehicles is estimated to increase to 1.4 million by 1991-92 from the present number of about .956 million, an increase of 46 per cent. Similarly, there will be a three-fold increase in the number of two wheelers, the increase will be from 3 million to 9 million by 1991-92. This increase is going to help the movement of every individual for better efficiency. Due to the age limit if all these old cars and old three-wheelers are not allowed to be operated, we might create a transport problem and this transport problem can be very strenuous—many of the vehicles will be scrapped. This angle must be thoroughly looked into because unless we have enough public transport system, this might create chaos. No doubt the idea is good because the pollution in our country is increasing, especially the smoke pollution which is hurting the health of the citizens. The noise pollution is also too much. So, we must be very careful. We must be very sensitive about this pollution problem, but in the process of solving this pollution problem I request the hon. Minister not to create more problems for the commuting public.

Sir, according to this amending Bill the fines have been increased. No doubt, the increased fines are a deterrent whether it is parking or it is fast driving or it is dangerous driving or violating any other kind of traffic regulations. Especially for parking I suggest, Sir, that with the increased number of cars or vehicles are we really trying to find out solution for parking? This Bill is limited to Delhi but since it is the Central Government bringing forward this Bill, you might think of suggesting to the State Governments also. The question is, how do we solve this parking problem? Otherwise we are going to increase corruption only. If I have a car, I will have to park it

[Shri Santosh Bagrodia]

somewhere. If I have to park it one mile or 1-1/2 mile away, that may not be very practical. Therefore, this angle must also be taken very seriously. If we are going to scrap many vehicles, we do not have the junkyards' system as is prevalent in European and American countries. Where are we going to keep all these vehicles after scrapping them? That is going to be a very big problem. If you finally decide to do so, must find out a way to have Government-sponsored junkyards where we can send our cars for finally destroying them.

Now coming to the taxes, I strongly suggest that there should be no tax on tricycles. It is used by poor people, very poor school children. It will be a heavy burden on the poorest of the poor if we have tax on tricycles. I mean rickshaws Sir. You thought tricycles for the children! Tricycles will not go on the road. It is good to tax them so that they do not go on the road.

I fully agree with Mr. Ahluwalia that the transport carriers are already moving around and saying that they must increase the cost of transport because of this Act. The imposition of various penalties and various restrictions is going to increase the transport cost by about 20 per cent. If the transport cost is increased by 20 per cent, I am sure most of the commodities in the country will become more expensive. From this angle too, the Act should be reviewed if necessary.

Sir, the road conditions in the country are extremely poor. They not only reduce the life of the vehicles, but also prove very dangerous, especially because we have speed breakers on the highways. I call them car breakers. Actually they should be completely removed. We should have enough strong borderlines whenever a highway passes through a village. The highway should not be accessible directly from the houses in the village, otherwise it is very dangerous for the people who stay there and for the car owners. The only solution is that we must have very strong borderlines there.

Sometimes increase of taxation is a must because for the sake of efficiency of the Department, as there is inflation all over the world, we also need to increase the taxation. I have no objection. But how does increased taxation really help in the maintenance of the roads, in the maintenance of safety on the roads, is the real question. If this does not really help all this, I do not think it will be fair and justified to increase the tax on the citizens.

My friend from the opposite side has mentioned about abolishing the octroi duty. This had probably been conceded long before by the Central Government. But, I understand, many States are coming in the way. That is why octroi duty has not been abolished so far. I will request the Congress (I) and non Congress (I) States to come forward jointly and I am sure the Central Government will be very happy to abolish the octroi duty, which will not only make the movement of the trucks more efficient but will save at least 10 per cent of the petrol consumption and also save harassment to ordinary people who travel by car. Sometimes they are stopped at the octroi point, "all right, you have this lamp-shade, you pay octroi duty on this". We are going too far on the number of these octroi points. Sir, this octroi is outdated—it must be abolished.

On the weight problem, in some South Indian States, especially in Andhra Pradesh, they allow only nine metric tonnes in a truck. If you carry 10 or 11 tonnes, this extra weight of one or two tonnes is really going

waste—it is a national waste. If you can find a solution to this problem, it would help economize the transportation of goods by road to a great extent.

Finally, Sir, we are now facing this problem of pollution—I am coming back to this. In the industrialized world such legislations already exist. A study on global environment by the World Commission on Environment and Development says:

"Motor vehicles influence environmental conditions in the industrialized world. A recent slow-down in the growth rate of vehicle numbers with stricter emission standards for new vehicles, distribution of lead-free gasoline, improvement in the fuel efficiency, improved traffic management policy and landscaping have all reduced the impact of urban traffic."

With these words, Sir, I thank you very much for giving me this opportunity to speak on this subject.

ALLOCATION OF TIME FOR DISPOSAL OF GOVERNMENT LEGISLATIVE AND OTHER BUSINESS

THE VICE-CHAIRMAN (SHRI MIRZA IRSHADBAIG): I have to inform Members that the Business Advisory Committee at its meeting held today, the 27th July 1989, allotted time for Government Legislative and other Business as follows:

Business	Time allotted
1. Further consideration and passing of the Employees' State Insurance (Amendment) Bill, 1989	2 hours
2. Consideration and return of the High Court and Supreme Court Judges (Conditions of Service) Amendment Bill, 1989, as passed by the Lok Sabha	2 hours
3. Discussion on the 5th, 6th, 7th and 8th Reports of the Commission for Scheduled Castes and Scheduled Tribes and the 28th Report of the Commissioner for Schedule Castes and Scheduled Tribes.	4 hours

THE DELHI MOTOR VEHICLES TAXATION (AMENDMENT) BILL, 1989— *Contd.*

DR. NARREDDY THULASI REDDY (Andhra Pradesh): Respected Vice-Chairman, Sir, I suport the basic concept of the Delhi Motor Vehicles Taxation (Amendment) Bill, 1989. But, Sir, the Bill is one-sided. It has one-way traffic only. It deals only with money but not giving facilities.

Sir, the Bill makes a provision for the adoption of a system of one-time lump sum tax collection in respect of personalized vehicles. No doubt it is a burden for the vehicle owner to pay at one time in lump sum, but it definitely mitigates the difficulties of the tax-payers in going again and again to the tax realization counters. It also ensures 100 per cent tax realization. The system of levying on time tax in a lifetime is already there in the State of Andhra Pradesh, even though the Congress (I) people criticize the Government there on this issue.

In this Bill there is a provision for making refund whenever there is a temporary as well as permanent non-use of the vehicle. I am unable to understand here, what "temporary or permanent non-use of the vehicle" means. Does it mean "non-use" if the vehicle is sold to anybody or keeping the vehicle with the owner himself without using it? Once a vehicle is purchased, I think, a vehicle